NORTH CAROLINA
Department of Transportation

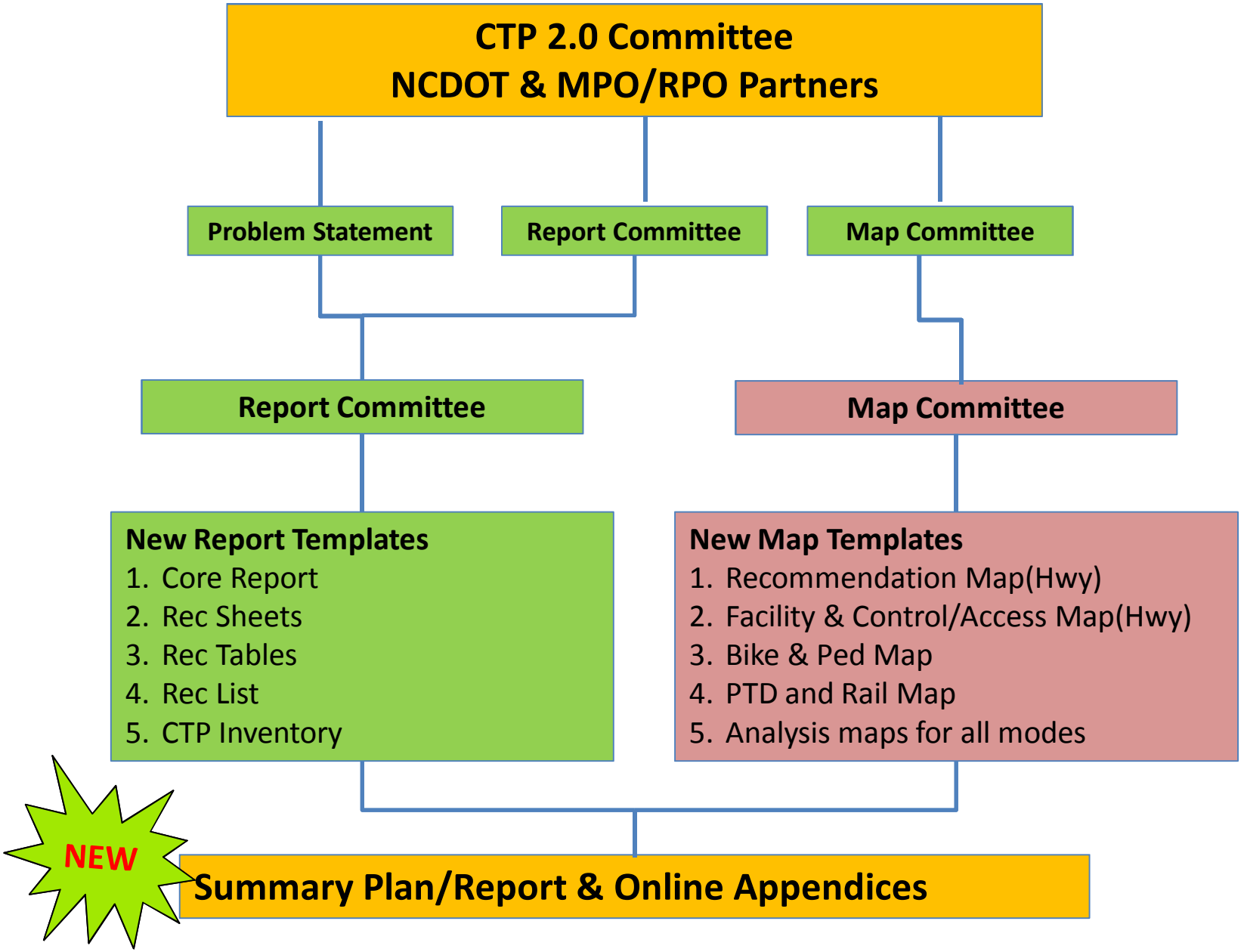
Transportation Planning

CTP New Enhancements

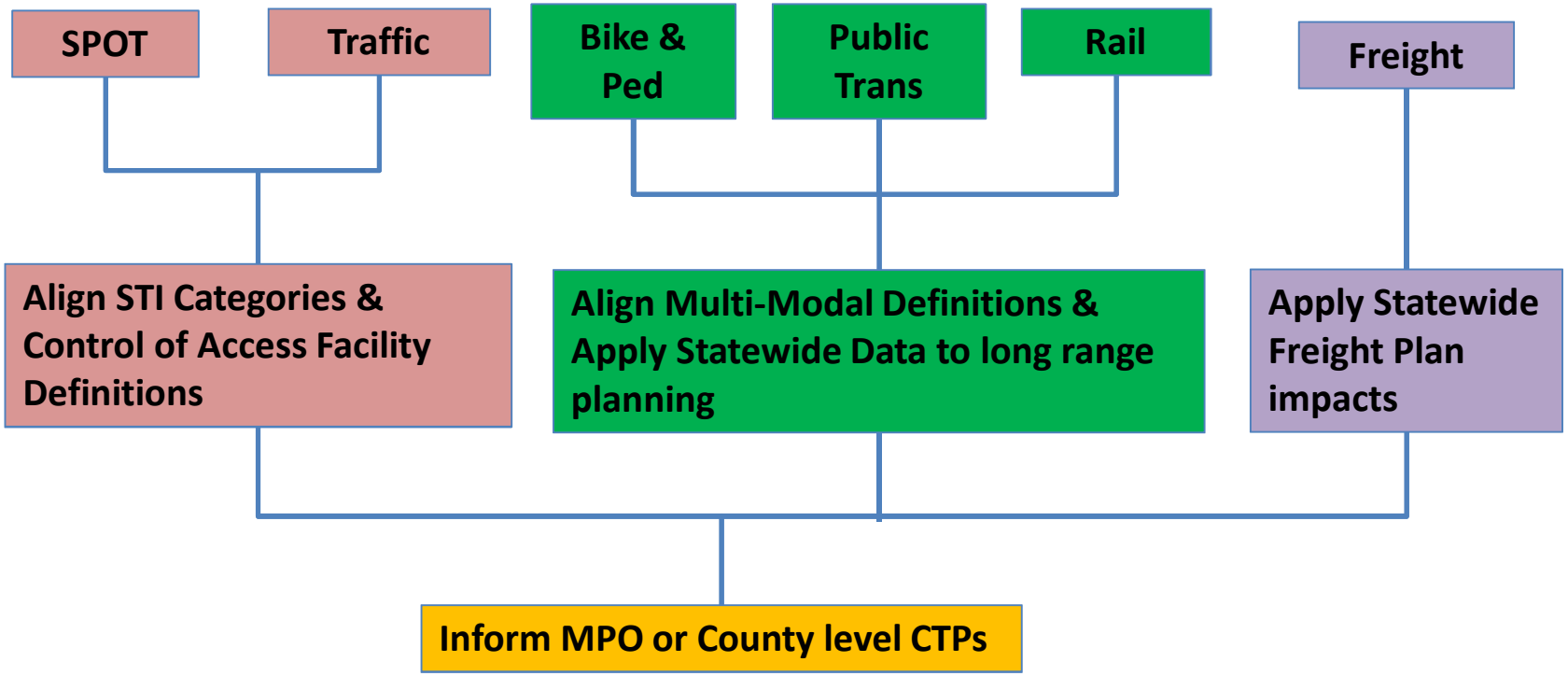
James Upchurch

September 26, 2017

CTP 2.0 Improvements

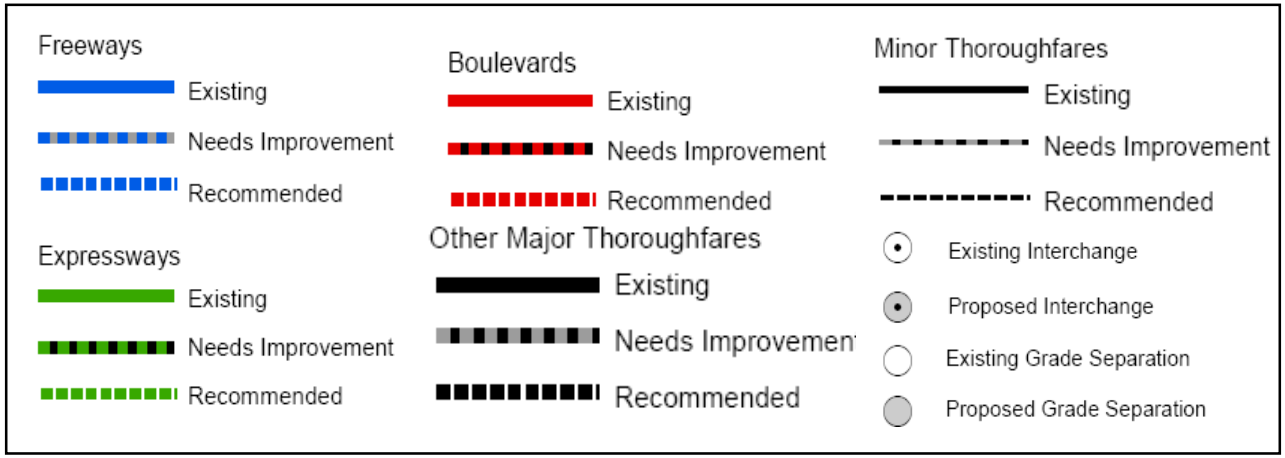


TPB's CTP 2.0 Coordination with DOT Business Units



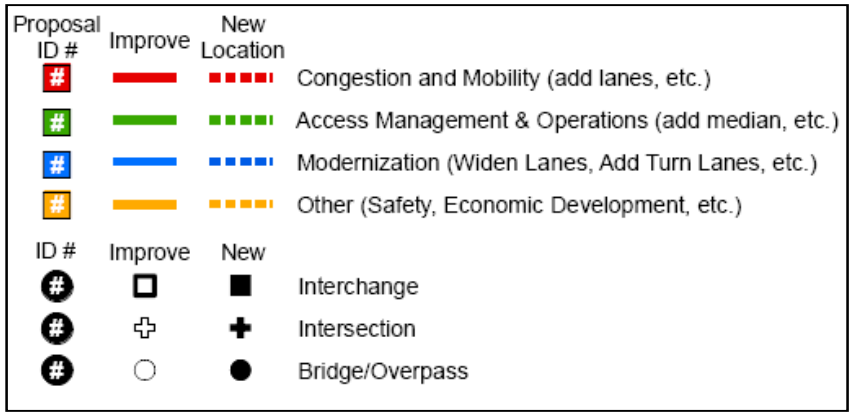
CTP 2.0 Highway Map Changes

Current CTP Highway Map

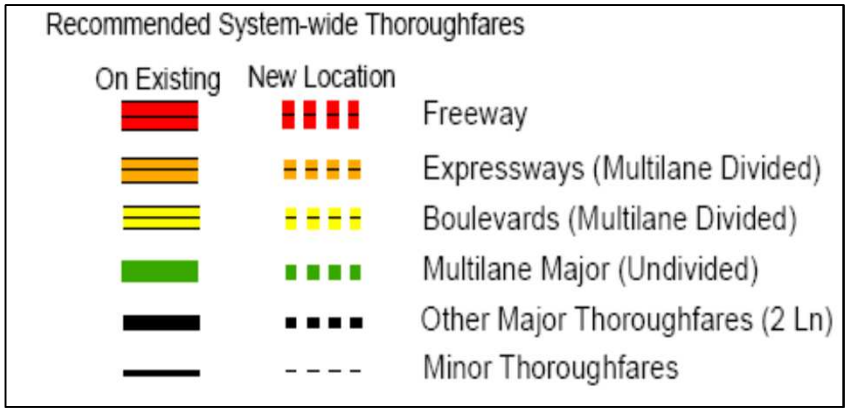


NEW

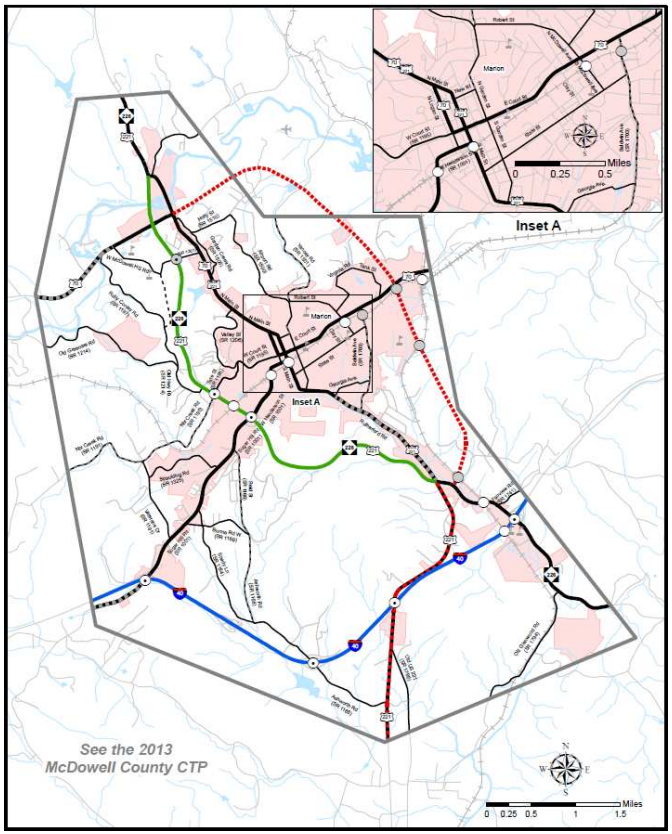
Highway Recommendations Map



Facility Type Control of Access Map

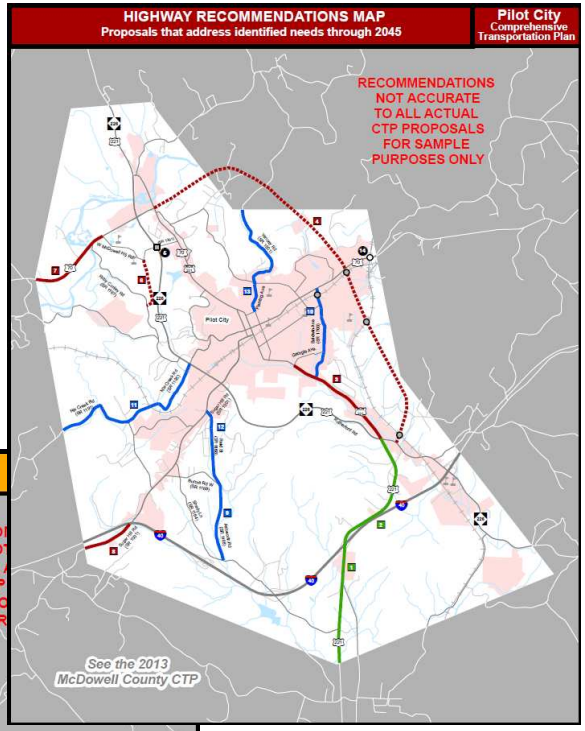


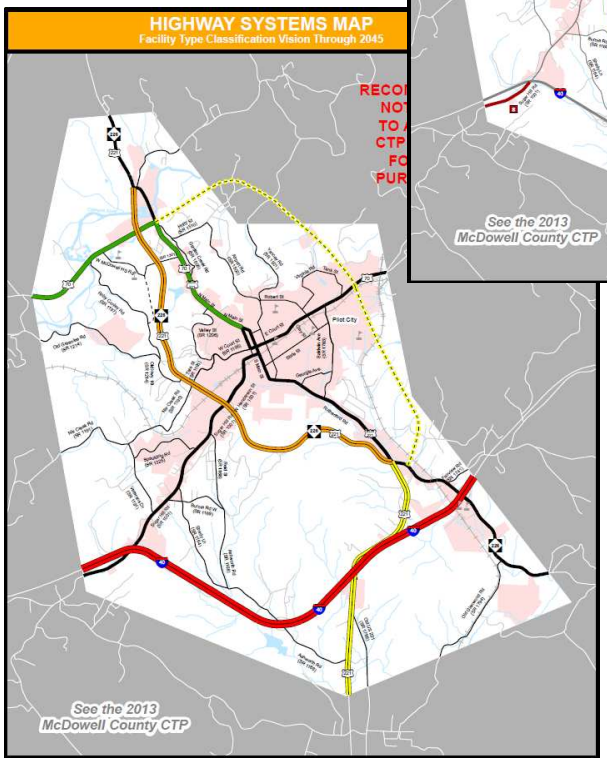
Proposed Highway Map Improvements



Current CTP Highway Map

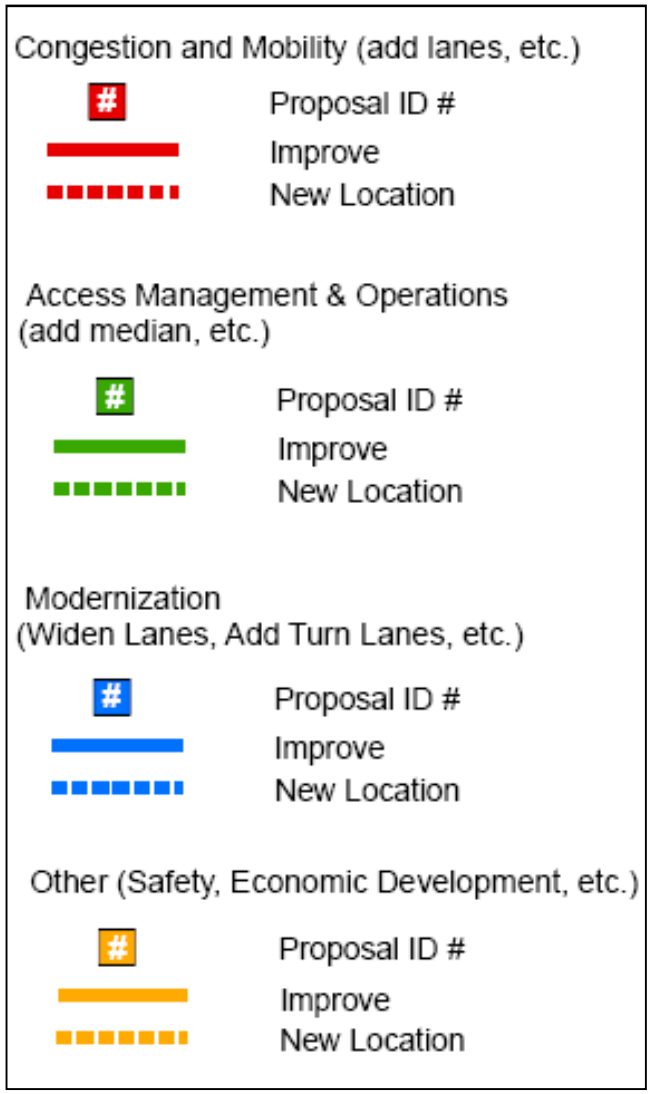
Highway Recommendations Map





Facility Types Access Map

CTP 2.0 Highway Recommendations



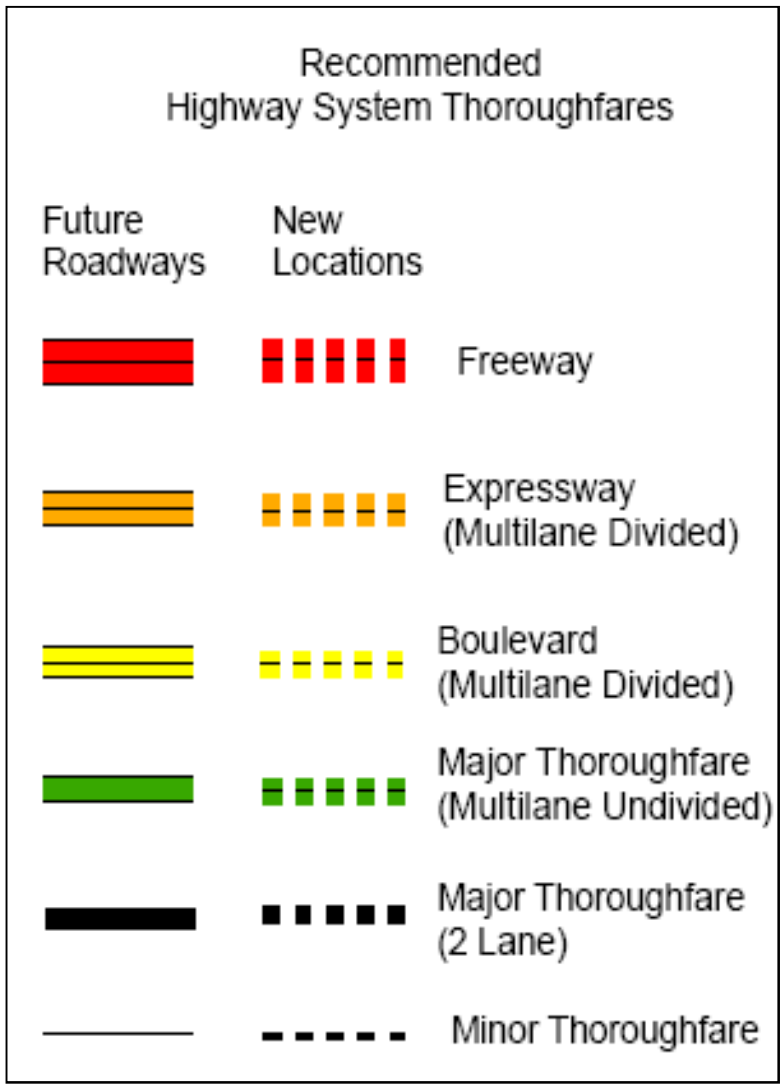
This Map provides…

- the **What, Where, and Why** of the Highway Proposals that address needs identified through a future horizon year.

Highway proposals…

- Address Identified Future Needs in an area
- Connect the Future Identified Need to Prioritization Categories (SPOT)
- Identify Short-term and Long Range proposals (maybe)

CTP 2.0 Highway Facility Types Access



Purpose of the System Map

1. Transportation Planning Branch:

Provides a future roadway facility type hierarchy and **sets the control of access vision** for all future corridors.

2. Local Municipalities/MPOs/RPOs:

Uses facility types in conjunction with development ordinances to **make better land use decisions** along state-maintained roadways.

3. Mobility and Safety, Division Office:

Uses the facility type future Vision to assist in **more consistent roadway access** decisions.

4. Board of Transportation :

As a part of the Statewide Transportation Plan, the **BOT adopts** a Statewide Facility Type Classifications for North Carolina roadways.

Changes to NC Facility Types Access Definitions

NEW

5 Facility Classes

NCDOT Facility Types Comparison Chart (Current Defi

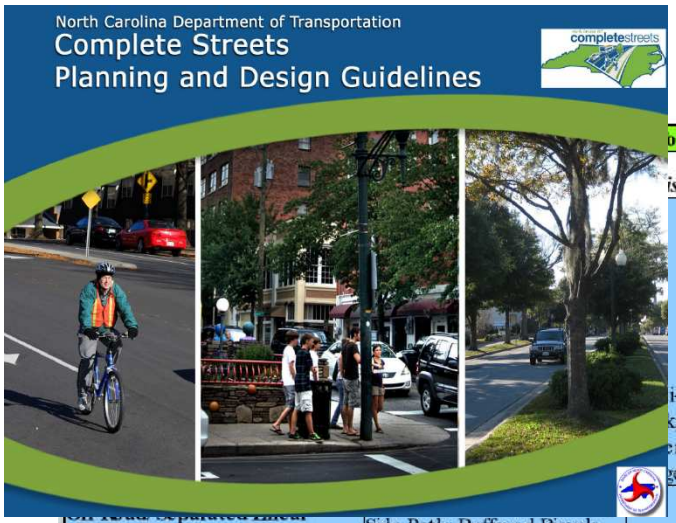
	Freeways	Expressways	Boulevards
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, L Moderate Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector
Posted Speed Limit	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph
Control of Access	Full	Limited or Partial	Limited or Partial
Traffic Signals	Not Allowed	Not Allowed	Allowed
Driveways	Not Allowed	Limited Control of Access - Not Allowed Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	Limited Control of A Allowed Partial Cont Access - One Driveway Connection per Parce Consolidate and/or S Driveways and Limit Connecting Streets o Roads, Restrict to Ri in/Right-out
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 2 Lanes w Median
Connections	Provided only at Interchanges, All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets; Use of Acceleration and Deceleration Lanes for At-Grade Intersections	At-Grade Intersection Major and Minor Cro (Occasional Interchan Crossing); Use of Ac and Deceleration Lan
Median Crossovers	Public-use Crossovers Not Allowed; Urban Median Openings for Use by Authorized Vehicles Only when Needs Justified	Allowed; Alternatives to All-Movement Crossovers Encouraged; Minimum Spacing between All-Movement Crossovers is 2,000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Allowed; Minimum between All Movem Crossovers is 2000 f speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)

6 Facility Classes

NCDOT Facility Types Comparison Chart (Proposed Changes)

	Freeways	Expressways (Multilane Divided)	Boulevards (Multilane Divided)	Multilane Major (Undivided)	Other Major (2 Lanes)	Minor Thoroughfares
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, High Access	Moderate to Low Mobility, High Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector	Arterial or Collector	Collector or Local	Collector or Local
Posted Speed Limit	55 mph or greater	45 mph to 60 mph ??	30 mph to 55 mph	30 mph to 55 mph	25mph to 55 mph	25mph to 55 mph
Control of Access	Full	Limited	Limited or Partial	Partial	None	None
Traffic Signals	Not Allowed	Limited or Not Allowed	Allowed	Allowed	Allowed	Allowed
Driveways	Not Allowed	Limited Control of Access - Not Allowed Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	Limited Control of Access - Not Allowed Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	Limited Control of Access - Not Allowed Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	Allowed with Full Movements; Consolidate or Share Connections, if possible	Allowed with Full Movements; Consolidate or Share Connections, if possible
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes; No Median	Minimum 2 Lanes; With or without Median*, Includes Facilities with Two Way Left Turn Lane	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
Connections	Provided only at Interchanges, All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets; Use of Acceleration and Deceleration Lanes for At-Grade Intersections	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing); Use of Acceleration and Deceleration Lanes	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing); Use of Acceleration and Deceleration Lanes	Primarily At-Grade Intersections	Primarily At-Grade Intersections
Median Crossovers	Public-use Crossovers Not Allowed; Urban Median Openings for Use by Authorized Vehicles Only when Needs Justified	Allowed; Alternatives to All-Movement Crossovers Encouraged; Minimum Spacing between All Movement Crossovers is 2,000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Allowed; Minimum Spacing between All Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Allowed; Minimum Spacing between All Movement Crossovers is 2,000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Not Applicable	Not Applicable

Bicycles & Pedestrians in CTPs



ontinuity-Quality of Service Index

isting Facility at End Point A/B (F

A/B

			Bicycle Lane or				
			Other Designat				
			On-Road Space				
			Bicycle Signals				
			Intersection				
			Improvements				
			Bicycle Parking				
		i-use Path; Cycle	Bicycle Share				
		; Side Path;	Stations; Along				
		red Bicycle Lane;	regional or stat				
		ge/Tunnel	designated rou				None
Bicycle Facility	Side Path; Buffered Bicycle Lane; Bridge/Tunnel	100	75	50	25		
On-Road Facility							
On-Roa							
Multi-S							
Protect Facility							25
Multi-S							
ADA Co							15
Multi-S							10
Improved Pedestrian Facility	Streetscape/Corridor Improvements; Wayfinding Signage				15	10	5

Finding Compatibility in the ***Bicycle and Pedestrian Division*** *and* ***Transportation Planning Branch processes***

Current Conditions

1. Overview of the community - community concerns/needs/priorities
2. Assess current conditions for bicyclists and pedestrians
3. Describe interaction with the local transit system
4. Describe current walking and/or bicycling rates and specific data
5. Provide map of existing bicycle and/or pedestrian facilities, and any other relevant maps.
6. Provide an inventory table of relevant road characteristics
7. Identify key generators/attractors, origins and/or destination points.
8. Identify any special population/user groups.
9. Identify relevant local, regional and state plans and guidelines.
10. Describe relevant policies, institutional frameworks, statutes and ordinances
11. Describe any local encouragement initiatives (educational or enforcement programs).
12. Provide a summary of public input from the steering committee and public comment/outreach efforts.

Recommended Proposals

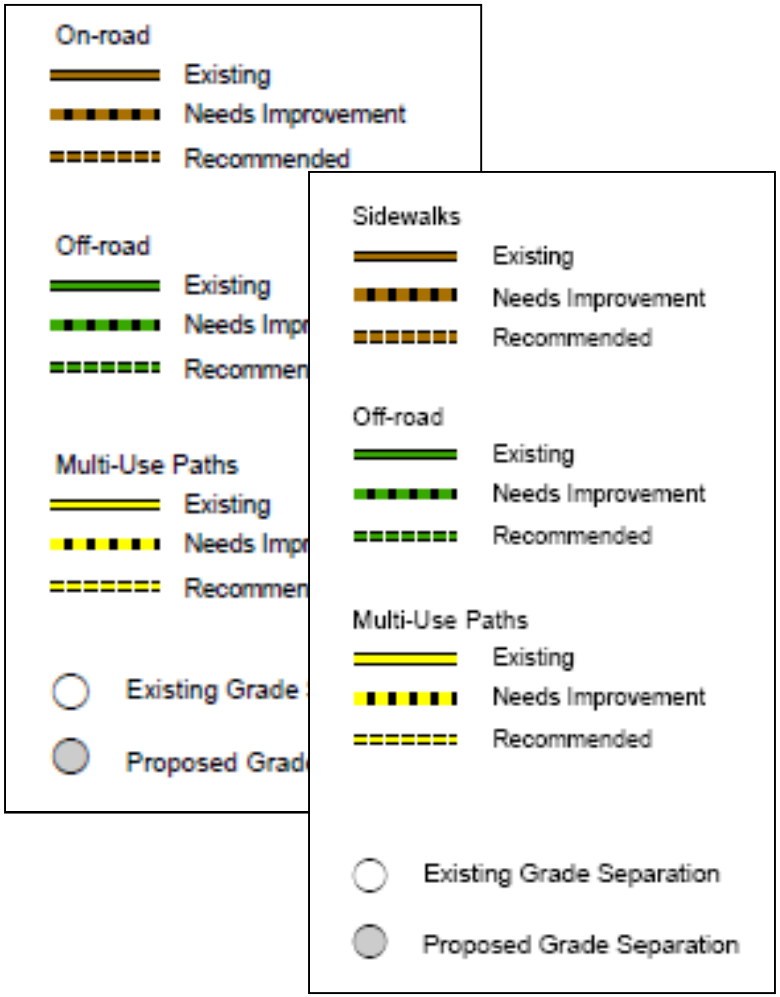
1. Identify and display the main corridors/special focus areas
2. Identify and list potential project needs, and preferred treatment(s), proposed cross-section, project development constraints, and cost estimates.
3. Provide map(s) of recommended network.
4. Develop a methodology for prioritizing projects (or use another established version).
5. Discuss short-term and long-term opportunities and constraints through new construction, upgrades/retrofits, regularly scheduled road maintenance, etc.
6. Recommended Programs and Policies
7. Comprehensively review encouragement, education and enforcement programs
8. Review local policies (UDO, land development regulations, etc.), departmental procedures, design guidelines and recommend necessary changes.

Implementation

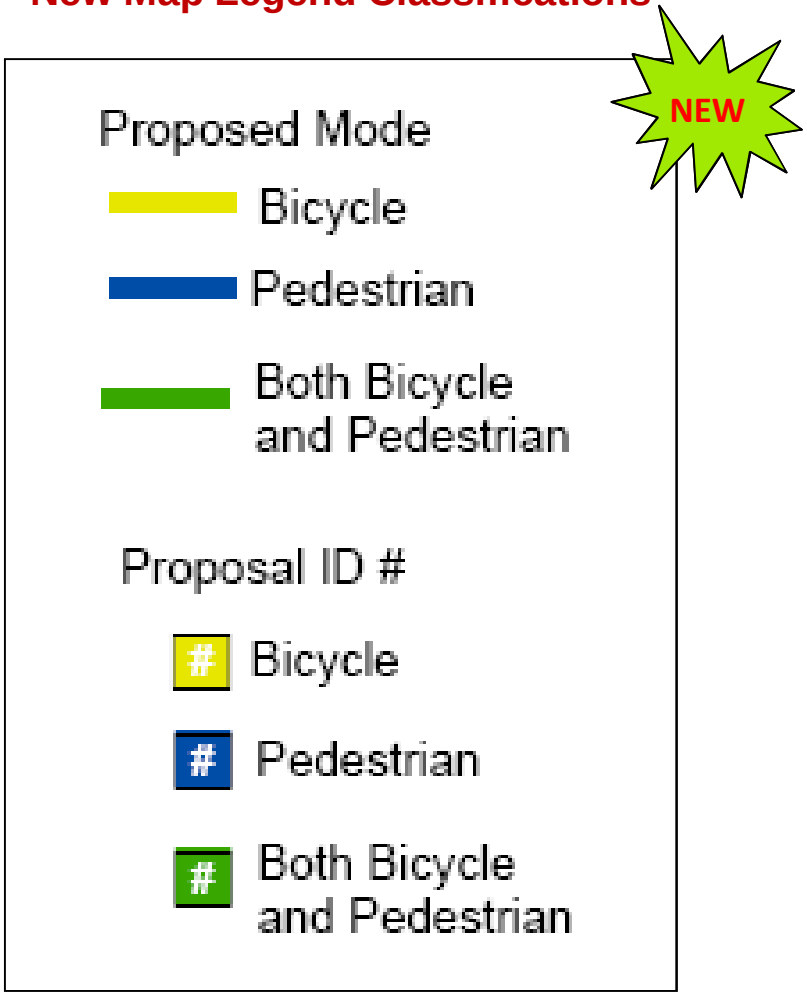
1. Implementation Plan
2. Provide an overview of implementation recommendations and describe the organizational framework needed.
3. Specifically outline administrative, policy, program, infrastructure and other implementation action steps with a timeframe identified.
4. Identify lead agencies and key partners, and describe the roles of stakeholder agencies and organizations.
5. Discuss some prime funding sources/opportunities.
6. Provide performance measures that can be used as evaluation and monitoring metrics.
7. Provide a summary of design guideline resources/links including how to use them, where to find them, etc.

Bike & Ped Class Changes

Current CTP Bike & Ped Map Classes



New Map Legend Classifications



??Where are Bikes, Ped captured when impacting bridge improvements on the CTP?

Bike & Ped Sub-Class Options/Definitions

New Map Legend Classifications

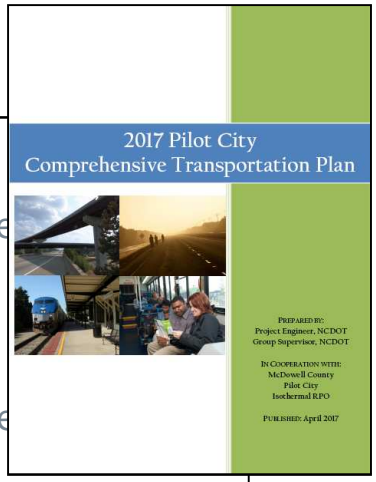
Proposed Mode

- Bicycle
- Pedestrian
- Both Bicycle and Pedestrian

Proposal ID #

- # Bicycle
- # Pedestrian
- # Both Bicycle and Pedestrian

Sub-Class Options



Bicycle

- **Bike Lane**
  - Standard marked lane
  - Buffered Bike Lane,
  - Paved Shoulder(4'+)
  - Shared Bike Lane
  - Separated Bike Lane.
  - Contra-flow Bike Lane
- **Bike Route**
  – Signed or Designated State, Federal, or Local Routes

Pedestrian

- **Sidewalk**
  – Paved street portion beyond the curb or edge of roadway

Both Bicycle and Pedestrian

- **Shared Use Path**
  - Multi-Use Trail or Greenway.
  -Common segment adjacent to roadway

Public Transportation in CTPs

Buncombe County
Community Transportation Service Plan

Community Connectivity Plans

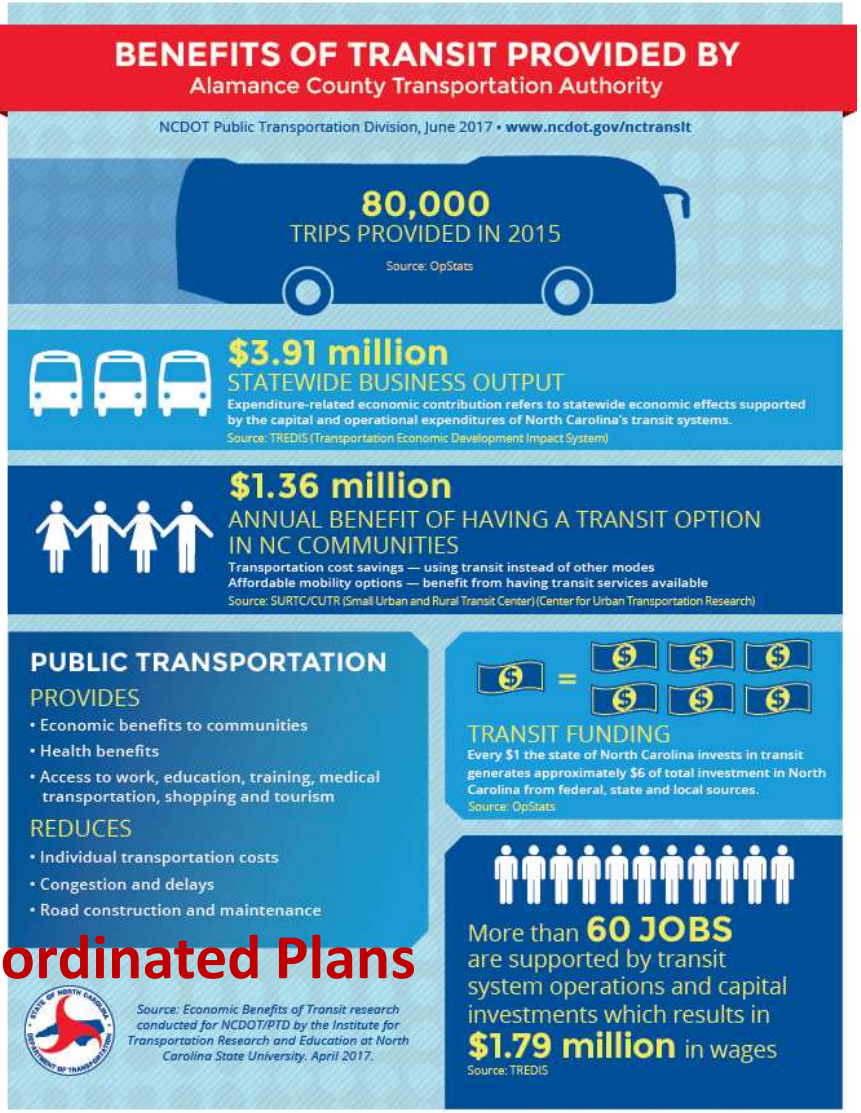
SUCCESS PLAN

Success Plan Development TRANSPRO

State of North Carolina
Department of Transportation
Public Transportation Division

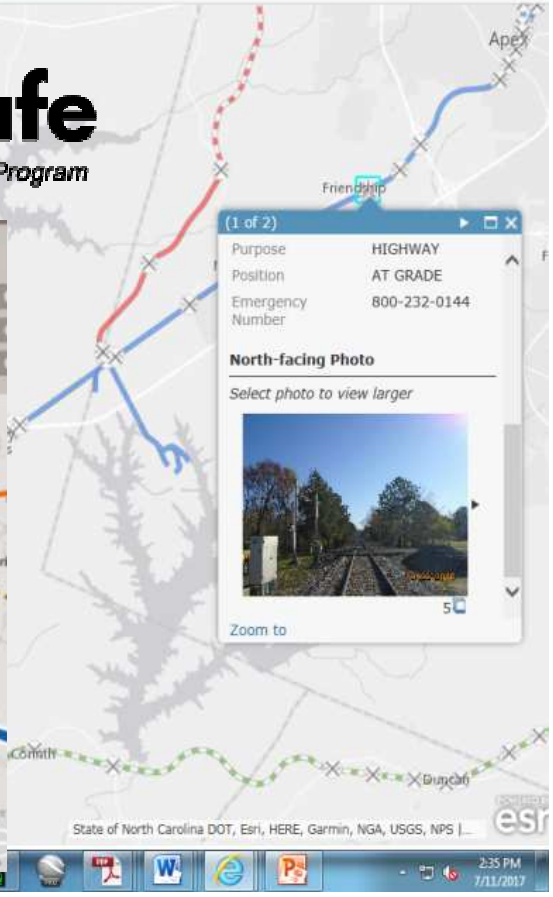
2016 – 2017

OpStats



Locally Coordinated Plans

Railroad Planning in CTPs



Public Transportation & Rail Changes

Current CTP PTD & Rail Classes

Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

New CTP Public Trans & Rail Classes

Urban Fixed Bus Routes
- Existing
- Proposed

Regional Bus Routes
- Existing
- Proposed

Rural Transit Routes
- Existing
- Proposed

Fixed Guideway
- Existing
- Proposed

- Railroad Corridor
- Amtrak Route/Freight Route
- NCDOT-Owned Corridor
- Current Railroad

Public Transportation & Rail

Option 2

Urban Fixed Bus Routes
- Existing
- Proposed

Regional Bus Routes
- Existing
- Proposed

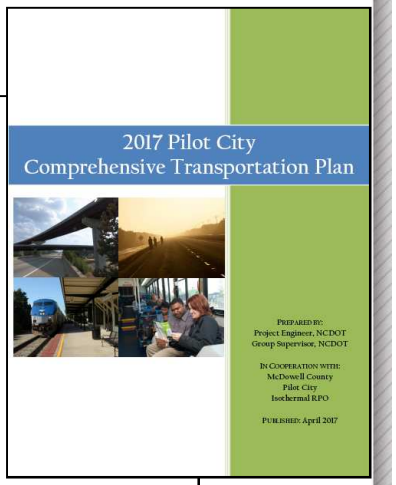
Rural Transit Routes
- Existing
- Proposed

Fixed Guideway
- Existing
- Proposed

Rail Corridor
- Active
- Inactive
- Proposed

- Railroad Corridor
- Amtrak Route/Freight Route
- NCDOT-Owned Corridor
- Current Railroad

Class & Sub-Class Definitions



Urban Fixed Bus Routes
- **Fixed Local & Express Routes**

Regional Bus Routes
- **Intercity, Bus on Shoulder, and BRT**

Rural Bus Routes
- **Deviated Fixed Transit Routes**

(Demand Response or Subscription Services are not mapped)

Public Transportation Facilities*
- **Transit/Multi-Modal Passenger Facilities**

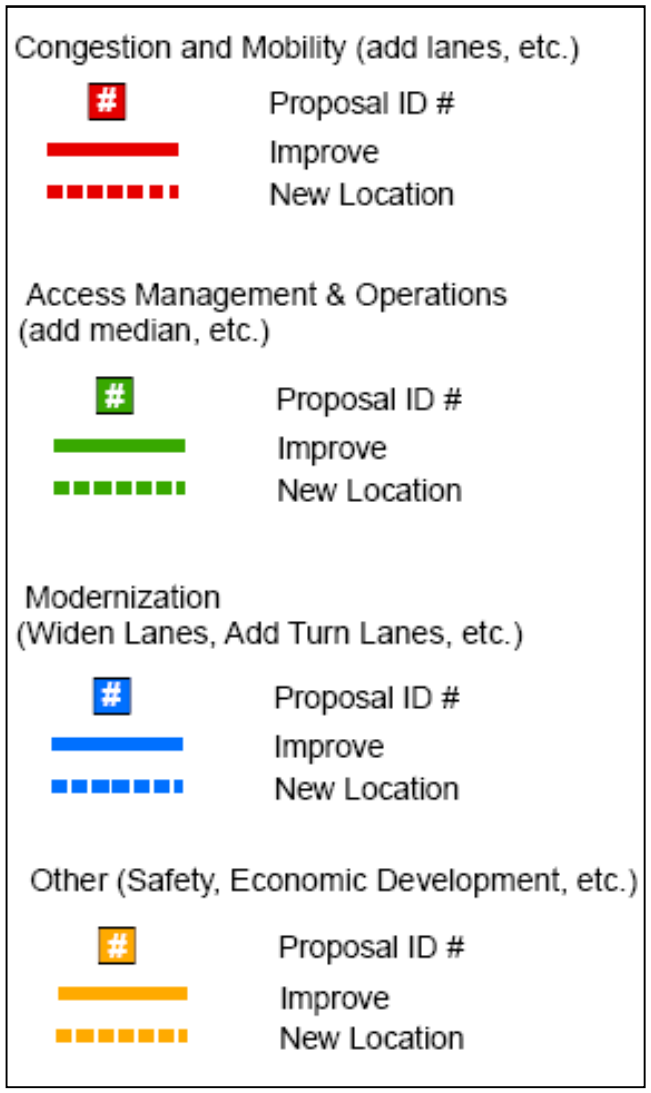
Park and Ride Lots
- **Lots Designed for Transit Commuters**

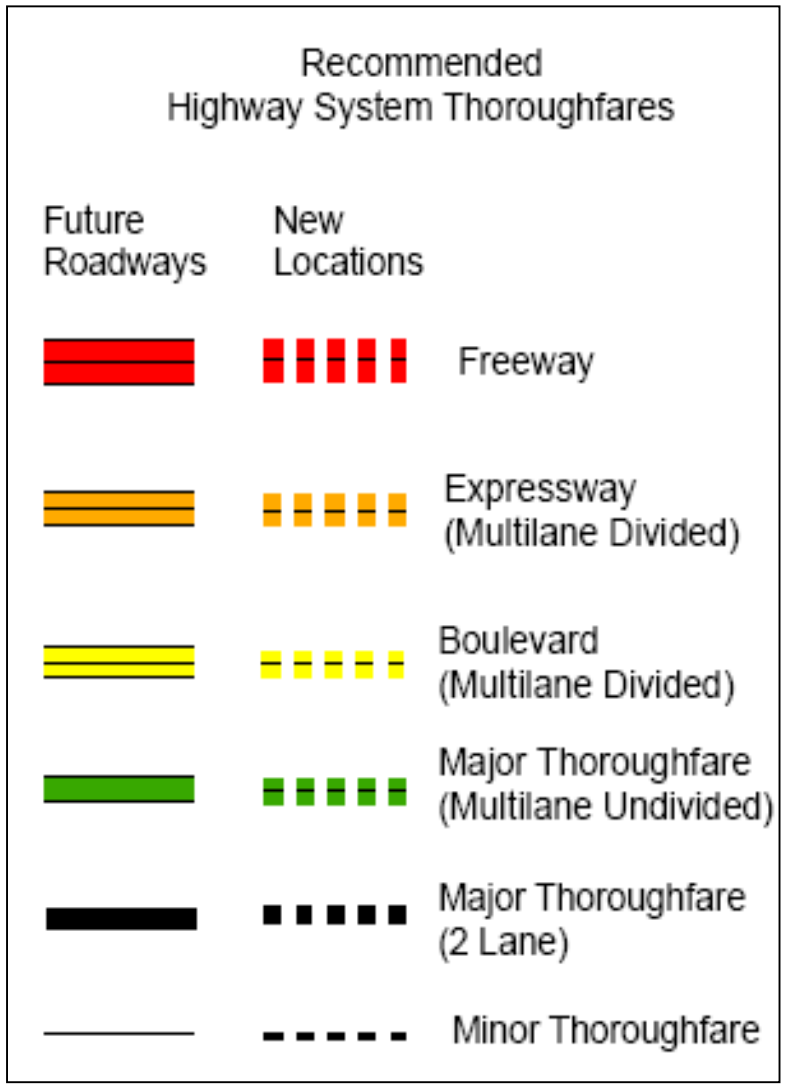
Fixed Guideway
- **Light Rail, Commuter, and Separate corridor**

Rail Corridors
- **Captures Class 1 (NS & CSX) and Short Lines**

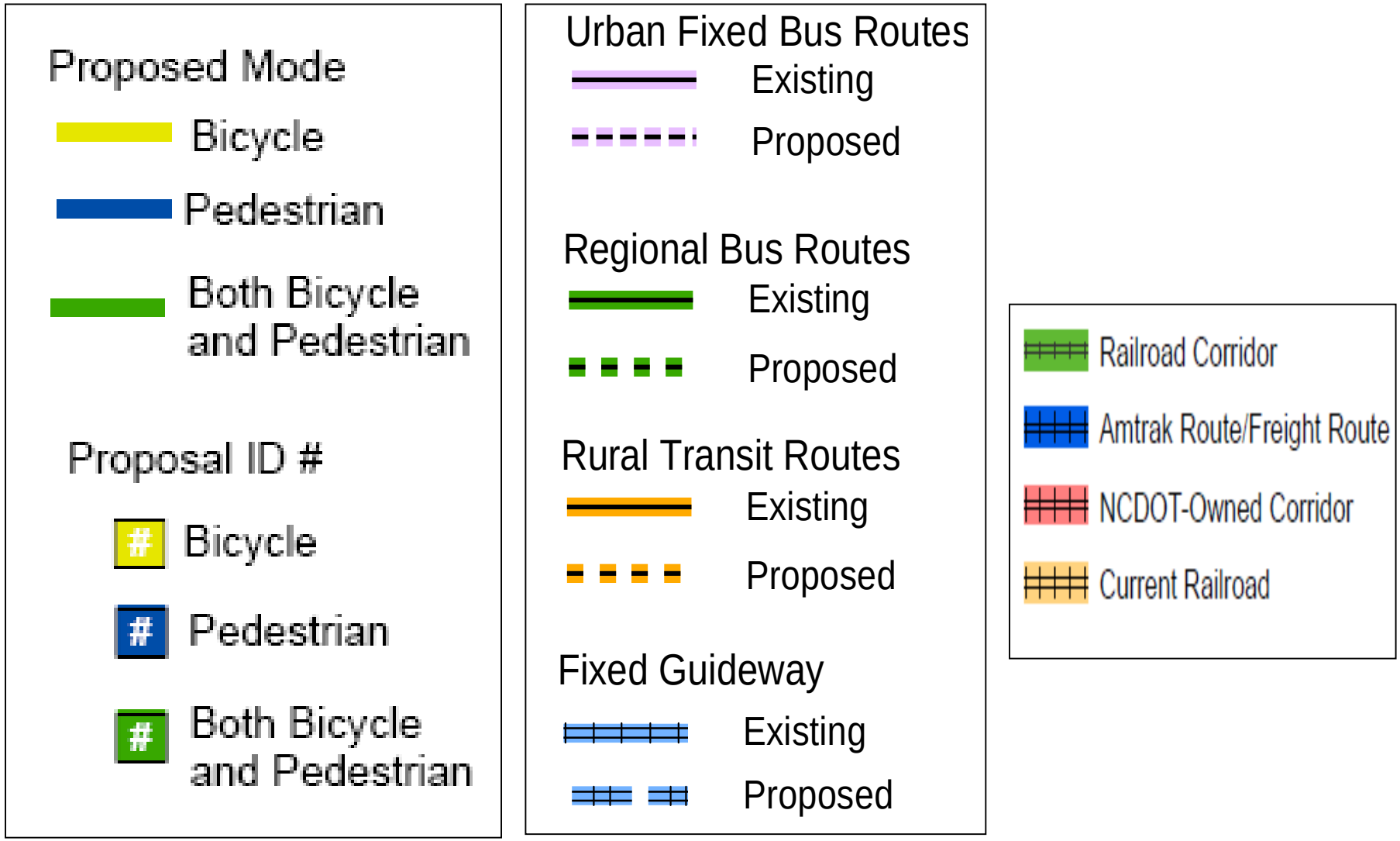
*** Questions for TPB??**
Also, Ferry's, Airport, Sea Ports Map Features

Highway Improvement and Facility Types





Multi-Modal Class Changes



CTP 2.0 What's Changing?

CTP Recommendation Maps

- Highway Recommended Map
- Facility Type Map
- Bike & Pedestrian Map
- Rail Map
- Public Transportation Map

Modal Analysis Maps (Online Appendices)

- Highway Volume/ Capacity Maps
- Bike Map
- Pedestrian Map
- Rail Map
- Public Transportation Map
- Freight Map

NEW

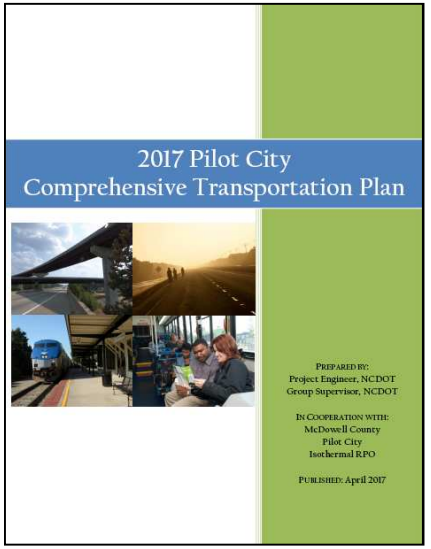
Informational Maps & Figures (Online Appendices)

- High Crash Locations
- Bridge Deficiencies
- Title VI and Non Discrimination Populations

Other Maps (Online Appendices)

- Land-Use Maps
- Travel Demand Model Maps and Figures
- Typical Cross Sections

CTP Documentation



CTP 2.0 Map & Figures (Draft)

CTP 2.0 Maps/Figures (DRAFT) 3/30/2017

Where	Type	#	CTP 2.0 Maps / Figures	Former Name	Primary Responsbility	Comment	Consistency with other plans
CORE REPORT		1	Highway Recommendations	CTP - Highway	Project Engineer	Shows Recommendations only - future system will be shown on the systems map	
		2	Highway Systems Map	CTP - Highway	Project Engineer	Splits from CTP-Highway	
		3	Bicycle and Pedestrian Recommnedations Map	CTP - Bicycle & CTP-Pedestrian	Project Engineer	Shows Recommendations only - existing system shown on Informational Map	
		4	Public Transportation and Rail Recommendations	CTP -Public Transportation and Rail	Project Engineer	Shows Recommendations only - existing system shown on Informational Map	
ONLINE APPENDICIES	HIGHWAY DEFICIENCY MAPS	5	(Base Year) Volume and Capacity Deficiencies	(Base Year) Volume and Capacity Deficiencies	Project Engineer		
		6	(Interim Year) Volume and Capacity Deficiencies	new	Project Engineer	Optional, but encouraged	
		7	(Future Year) Volume and Capacity Deficiencies	(Future Year) Volume and Capacity Deficiencies	Project Engineer		
	STATEWIDE INFORMATION MAPS (clip and verify)	8	Bicycle Analysis Map	new	Bike/Ped Division*	Create statewide layer that employees could clip. Shows existing bicycle facilities and points of interest. One combined map of bike/ped?	Statewide & Local Plans
		9	Pedestrian Analysis Map	new	Bike/Ped Division*	Create statewide layer that employees could clip. Shows existing ped facilities and points of interest. One combined map of bike/ped?	Statewide & Local Plans
		10	Rail Analysis Map	new	TPB (from Rail Division)*	Use existing info, create statewide layer that employees could clip (meeting 3/31)	
		11	Public Transportation Analysis Map	new	TPB (from Public Transportation Division)	Use existing info, create statewide layer that employees could clip	
		12	Freight Map	new	TPB	Create statewide layer that employees could clip. Shows freight points of interest.	
	STATEWIDE INFORMATION MAPS (dip and NO verify)	13	High Frequency Crash Locations	High Frequency Crash Locations	TPB (from Traffic Engineering)	Use existing info, create statewide layer that employees could clip.	
		14	Bridge Deficiencies Map	Deficient Bridges Map	TPB (from Structures Mgmt / Bridge Program)	Use existing info, create statewide layer that employees could clip	
		15	Environmental Features Map	Environmental Features Map	TPB (info from PDEA)	Create statewide layer that employees could clip	
		16	Title VI and Other Non-Discrimination Populations	new	TPB	Use existing statewide layer that employees could clip	
	OTHER	17	Typical Cross Sections	Typical Cross Section	TPB	Link report to TPB housed online resource	
		18	Level of Service Illustrations	Level of Service Illustrations	TPB	Link report to TPB housed online resource	
		19	(Local Area) Land Use Maps	(Local Area) Land Use Maps	Project Engineer	Can't link to local area because plan map or web address may change	
		20	Travel Demand Model Figures / Maps	(varies)	Project Engineer	Link to Travel Demand Model documentation (if applicable)	

CTP 2.0 Map & Figures (Draft)

CTP 2.0 Maps/Figures (DRAFT)

3/30/2017

Where	Type	#	CTP 2.0 Maps / Figures
CORE REPORT		1	Highway Recommendations
		2	Highway Systems Map
		3	Bicycle and Pedestrian Recommnedations Map
		4	Public Transportation and Rail Recommendations
ONLINE APPENDICIES	STATEWIDE MAPS (clip)	11	Public Transportation Analysis Map — new — TPB (from Public Transportation Division)
		12	Freight Map — new — TPB
	STATEWIDE INFORMATION MAPS (clip and NO verify)	13	High Frequency Crash Locations — High Frequency Crash Locations — TPB (from Traffic Engineering)
		14	Bridge Deficiencies Map — Deficient Bridges Map — TPB (from Structures Mgmt / Bridge Program
		15	Environmental Features Map — Environmental Features Map — TPB (info from PDEA)
		16	Title VI and Other Non-Discrimination Populations — new — TPB
	OTHER	17	Typical Cross Sections — Typical Cross Section — TPB
		18	Level of Service Illustrations — Level of Service Illustrations — TPB
		19	(Local Area) Land Use Maps — (Local Area) Land Use Maps — Project Engineer
		20	Travel Demand Model Figures / Maps — (varies) — Project Engineer

				Consistency with other
ONLINE APPENDICIES	HIGHWAY DEFICIENCY MAPS	5	(Base Year) Volume and Capacity Deficiencies	(Bas Capa
		6	(Interim Year) Volume and Capacity Deficiencies	new
		7	(Future Year) Volume and Capacity Deficiencies	(Futu Capa
	STATEWIDE INFORMATION MAPS (clip and verify)	8	Bicycle Analysis Map	new
		9	Pedestrian Analysis Map	new
		10	Rail Analysis Map	new
		11	Public Transportation Analysis Map	new
		12	Freight Map	new
	STATEWIDE INFORMATION MAPS and NO verify)	13	High Frequency Crash Locations	High Loca
		14	Bridge Deficiencies Map	Defi
		15	Environmental Features Map	Envi Map

CTP Analysis & CTP Video Messaging

Bike & Pedestrian Analysis

- Lanes, Routes
- High Density Res/Commercial (SPOT)
- Identify Existing Easements
- O&D Locations (trip attractors)
- Safety, Crashes

Public Trans. Analysis

- Urban, Regional, and Rural Routes
- Hospitals, Medical, **Dialysis Centers**
- Airports, Ferry's, Seaports
- Universities
- O&D Locations (trip attractors)
- **Commuter Trip Analysis**
- Cities and Towns

Railroad Connectivity Analysis

- Class 1 Lines (NS & CSX), Short Lines
- Amtrak / Other services
- Fixed Guideways
- Railroad Crossings (reference)
- Rail Stations, Intermodal, Transload, Rail Yards (ref)
- 'Airports, Seaports, Military

Bicycle & Pedestrian Video for the Public

- Safety, Health, Economy, Mobility, Environment (WalkNC)
- Showing Community connectivity
- Mapping Recommendations Only in the CTP
- Time-bound strategic plan(30 years)
- Aligning with community vision & goals with the Plan leading to Prioritization
- FAQs

Public Transportation Video for the Public

- Public Trans Profile & Benefits
- Multi-modal Connectivity (congested, Low Income)
- Planning Highway and Transit together
- FAQs

What is the Rail & Freight Message?

- Rail Profile_Area Handout
- Freight & Economic Impacts your area
- Community Separation/ Road Closures
- Rail Crossing Closures
- STI & Statewide Rail Plan
- Safety Awareness: BE RAIL SAFE
- FAQs

Statewide Freight Plan to inform CTPs

- County Industry Profile
- Commodity Flow
- Prioritized Freight Corridors
- Truck Parking
- Rail Profile

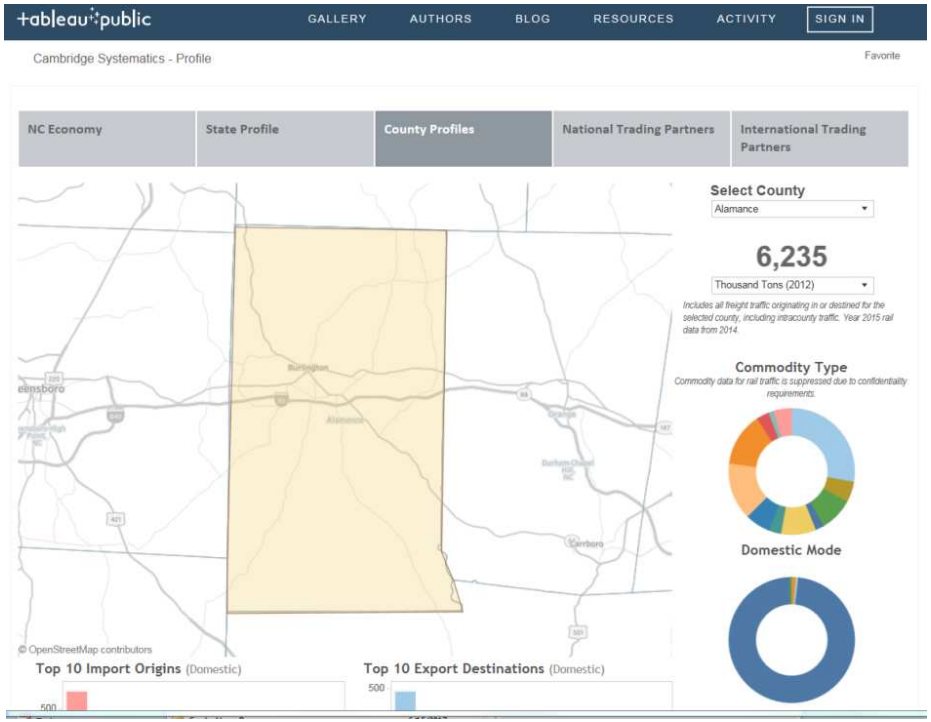


Figure 2.8 Prioritized Freight Corridor Needs

Prioritized Freight Corridor Needs

Investment Program
Stewardship Program
Active Monitoring Program

[01] TN state line to Asheville (NS)
[02] Charlotte to TN state line (CSXT)
[03] Salisbury to Asheville (NS)
[04] Charlotte to Winston Salem to VA state line (NS)
[05] Greensboro to Winston Salem to Rural Hall (NS)
[06] SC state Line to VA state Line (NS)
[07] Charlotte to Monroe (CSXT)
[08] Charlotte to Columbia (NS)
[09] Greensboro to Selma (NS)
[10] Greensboro to Gulf (NS)
[11] Monroe to Pembroke (CSXT)
[12] Raleigh to Norlina (CSXT)
[12/p] Norlina to Weldon (CSXT)
[13] Hamlet to Raleigh (CSXT)
[14] Faleigh to Fayetteville (NS)
[15] VA state line to SC state line (CSXT)
[16] Raleigh to Greenville (CLNA)
[17] Selma to Morehead City (NS)
[18] Contentnea to Wallace (CSXT)
[18p] Walace to Wilmington Passenger Service
[19] Pembroke to Wilmington (CSXT)
[20] Greenville to Lee Creek (NS)
[21] Rocky Mount to Plymouth (CSXT)
[22] Parmele to Greenville to Elmer (CSXT)
[23] Cliffside to Bostic (CSXT)
[24] Newton south (NS)
[25] SC state line to Gastonia (NS)
[26] Mount Holly to Terrell (CSXT)
[27] Albemarle to Salisbury (NS)
[28] Asheboro to High Point (NS)
[29] Eden to VA state line (NS)
[30] Roxboro to VA state line (NS)
[31] Carrboro to Hillsborough (NS)
[32] Oxford to Durham (NS)
[33] Fuquay-Varina to Gulf (NS)
[34] Hamlet to SC state line (CSXT)
[35] Spring Lake to Fort Bragg (CSXT)
[36] Stedman to Fayetteville (CSXT)
[37] Saint Pauls to Lumberton (CSXT)
[38] Weldon to VA state line (CSXT)
[39] Clinton to Warsaw (CSXT)
[40] Leland, NC to Sunny Point (CSXT/DOD)
[41] Chocowinity to New Bern (NS)
[42] Durham to Apex (CSXT)
[43] Edenton to VA state line
[44] Camp Lejeune to Morehead City (NS/DOD)

- NC Port Profile
- Air Cargo Profile
- Military Profile
- Hazardous Material Profile

*Finding Compatibility in **SPOT** Project Entry Requirements and **CTPs***

SPOT Project Entry Screens

1. Project Type
- Mode
- Project Category
- Specific Improvement Type(23)
- **Project Local ID**

2. Route
- Route Type
- Route Number
- Route Suffix
- Route Name
- From/Cross Street
- To
- Project Description
- Supporting Docs

3. Mapping
- User required to map the project by select begin and end point of the project

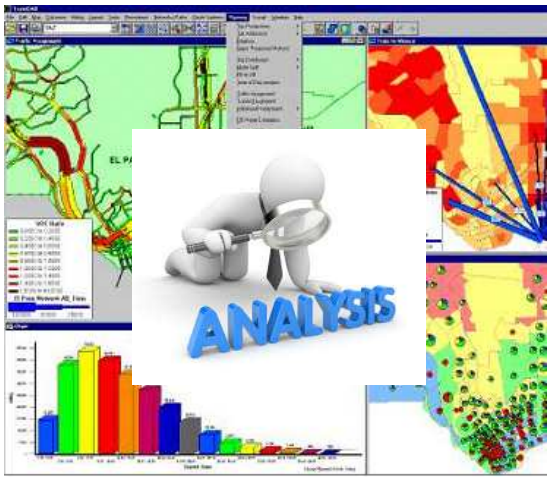
4. Project Details
- In CTP- Yes/No
- Project Cross Section
- **Project Access Control**
- Project Speed limit
- Project Terrain Type
- **Project Facility Type**
- **Project Functional Classification**
- Existing Median Type
- Will Intersections/ Interchanges be upgrading as part of project?

5. Cost
- Other Fund Source
- Other Funds

What is Changing in the CTP?

Develop Vision

Needs Assessment



Analyze Alternatives

Develop Final Plan

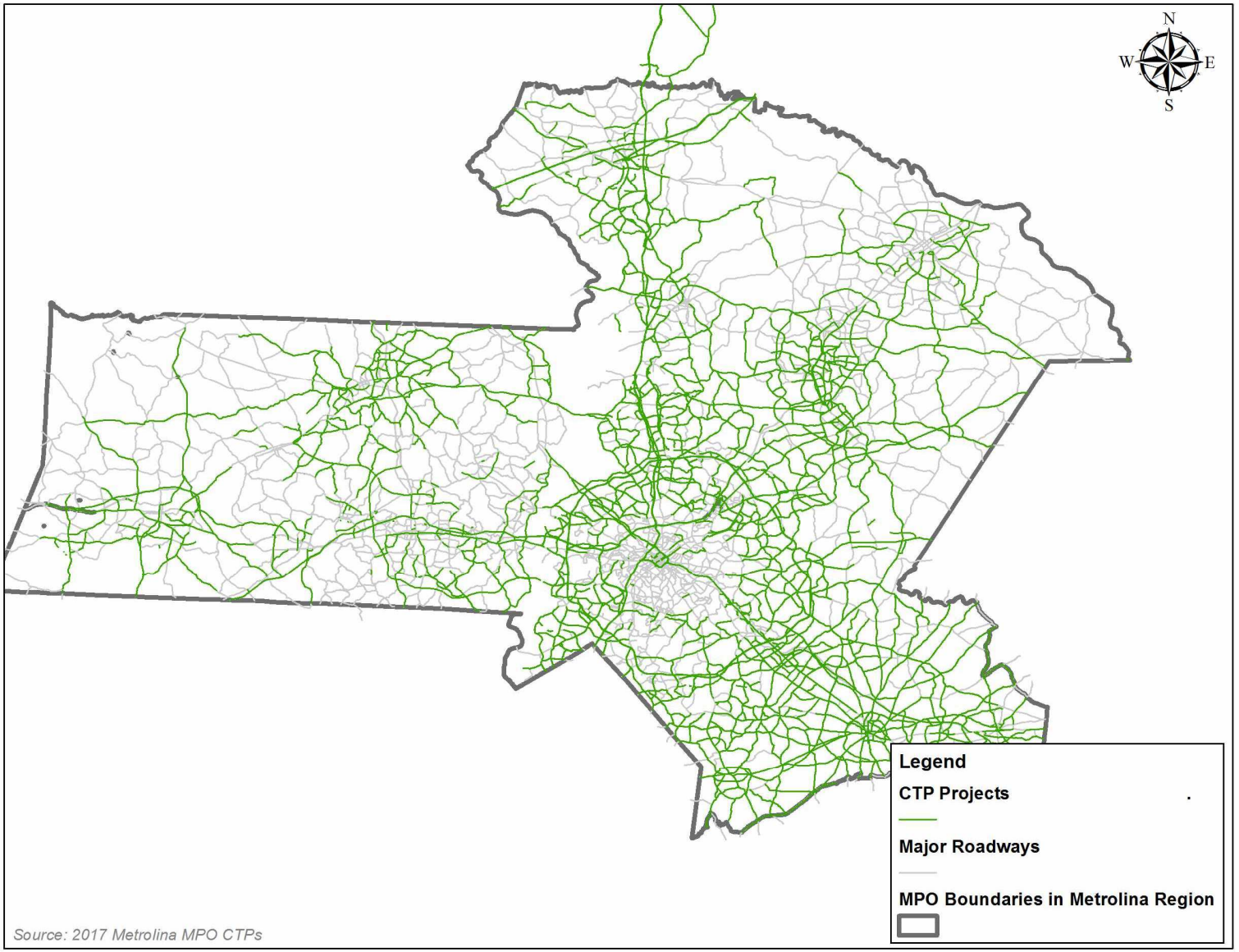
Adopt Plan

CTP Process

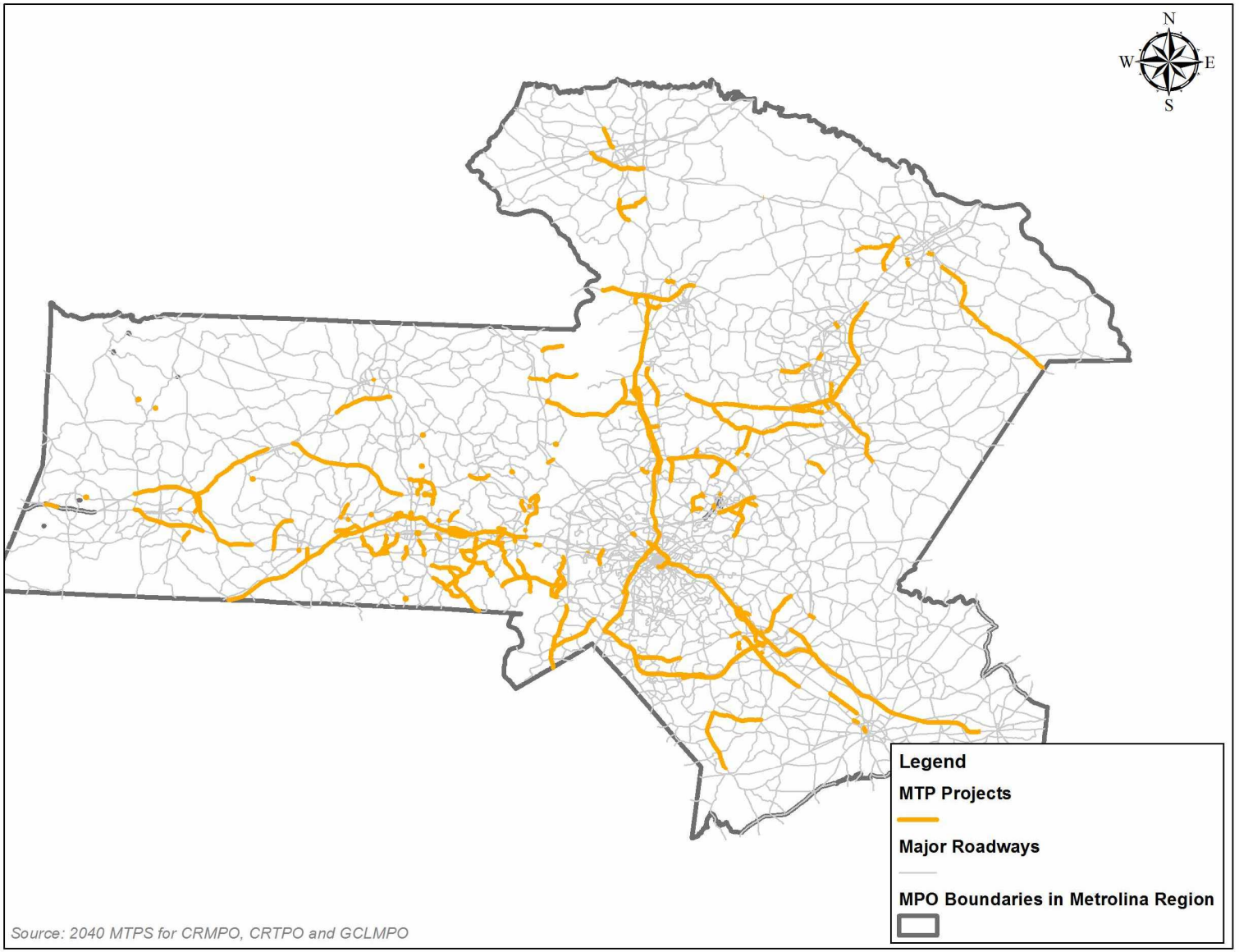
Develop CTP Vision → Conduct Needs Assessment → Analyze Alternatives → Develop Final Plan → Adopt Final Plan

CTP Steering Committee Meetings

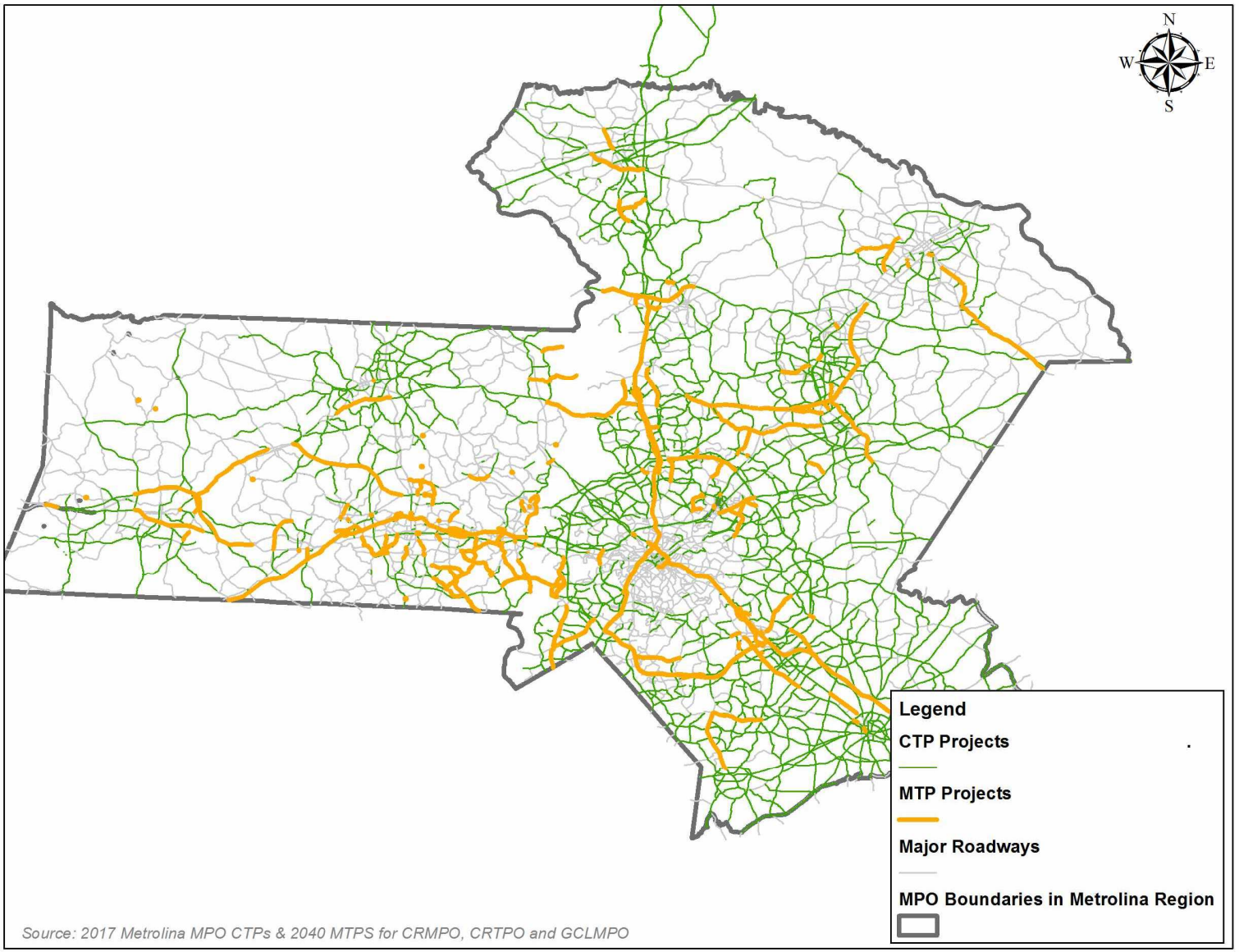
CTP Recommendations in Metrolina



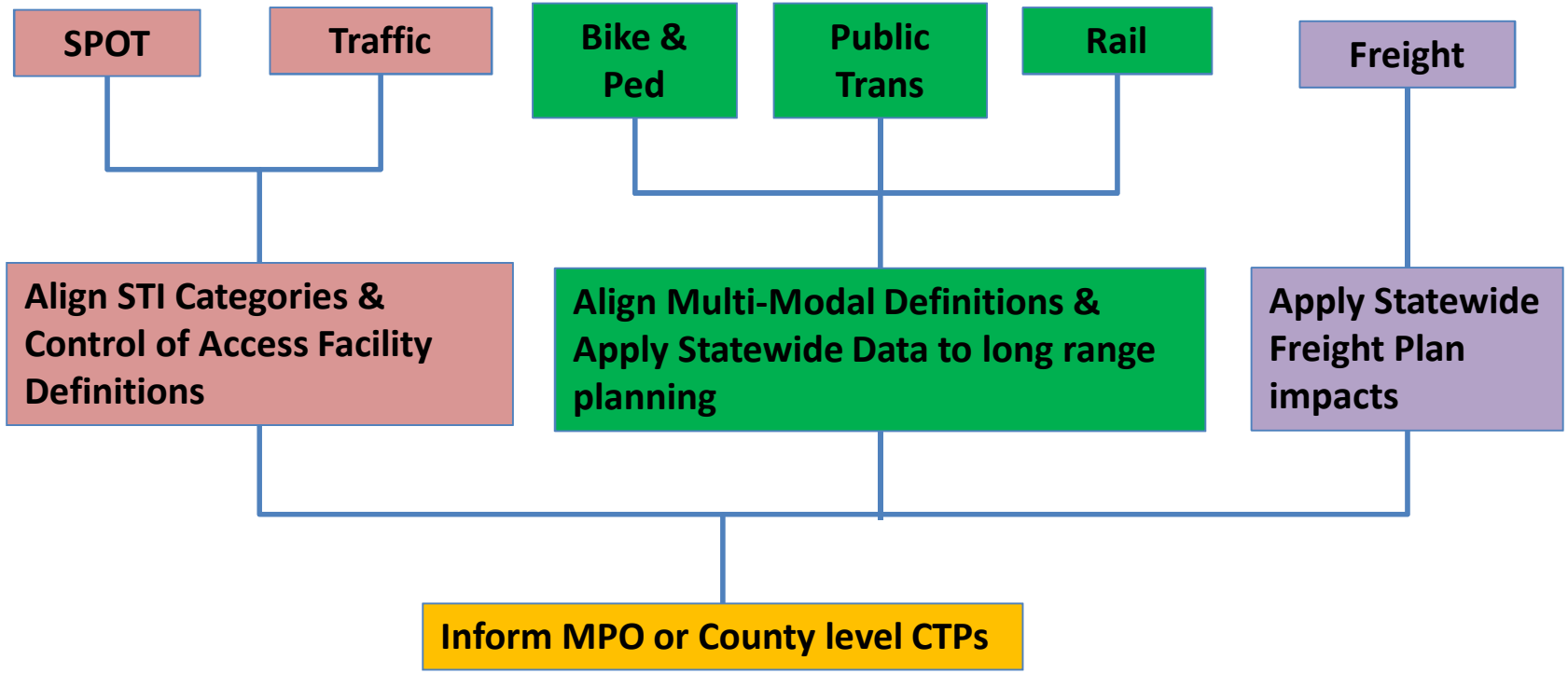
2040 MTP Projects in Metrolina



CTP Recommendations & MTP Projects in Metrolina



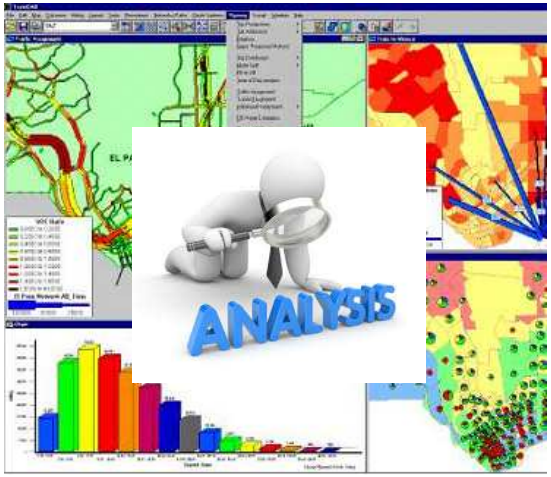
TPB's CTP 2.0 Coordination with DOT Business Units



Same CTP Methodology with New Enhancements

Develop Vision

Needs Assessment



Analyze Alternatives

Develop Final Plan

Adopt Plan

Bicycles, Pedestrians and the CTP

1. Highlight Only Project Proposals on Maps
2. Align Bike & Ped Classifications in TPD
3. Consistent “Strategic Analysis” and Avoid the “Wish List”
4. Maintain the latest Bike & Ped Info & Message

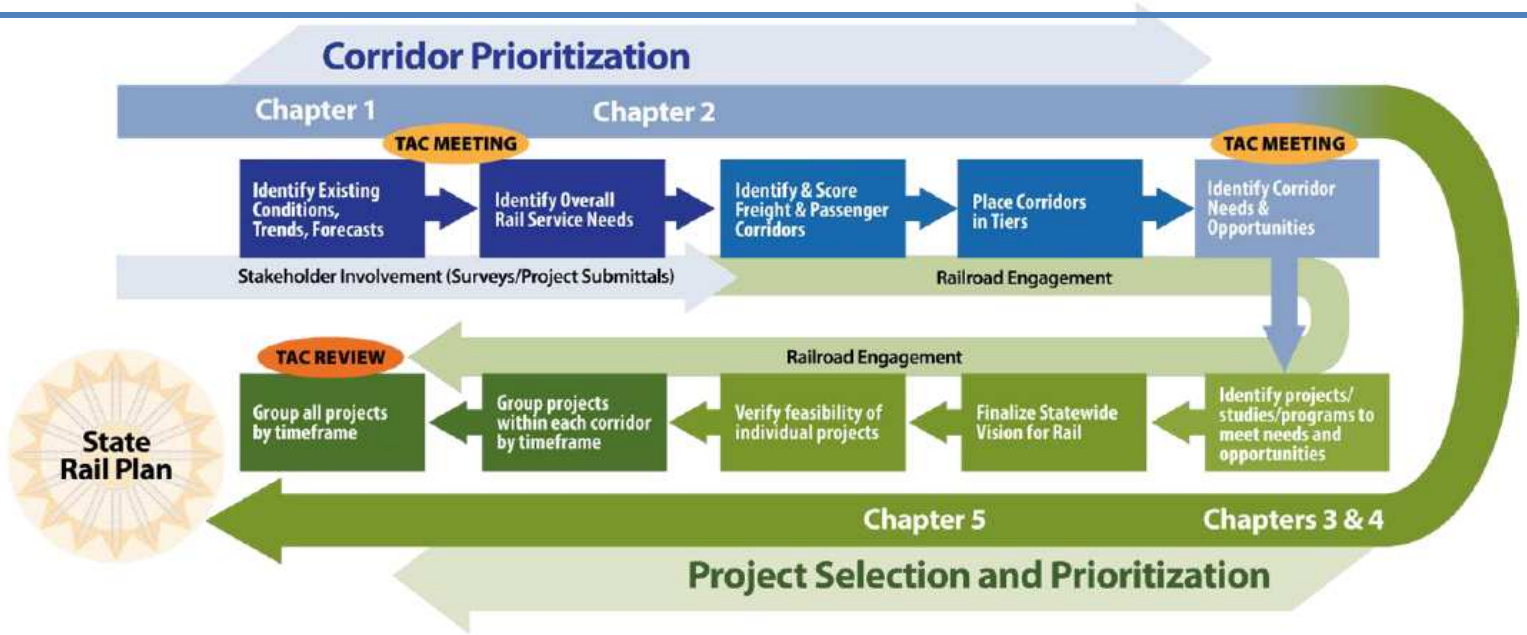
P4.0 Bicycle/Pedestrian Criteria

Criteria	Measure	Division Weight
Safety	(Number of crashes x 40%) + (Posted speed limit x 40%) + (Project safety benefit x 20%)	15%
Access	(Destination Type within 1 mile (pedestrian) or 3 miles (bicycle) of facility x 50%) + (Distance to Prime Destination x 50%)	10%
Demand	# of households and employees per square mile within 1 ½ mile (bicycle) or ½ mile (pedestrian) of facility (includes factor for unoccupied housing units (second homes) + group housing, excluding prisons)	10%
Connectivity	Score per each SIT, based on degree of bike/ped separation from roadway, ADA compliance, and connectivity to a similar or better project type	10%
Cost Effectiveness	(Safety + Access + Demand + Connectivity) / Estimated Project Cost to NCDOT	5%

Project Support	Funding Leverage Index	10%	10%	10%

NC Rail and the CTP

1. Present only “Committed” or funding Rail Projects
2. Introduce updated Rail Classifications
3. Identify emerging Development Sites
4. Maintain the latest Rail Info & Message to NC Communities



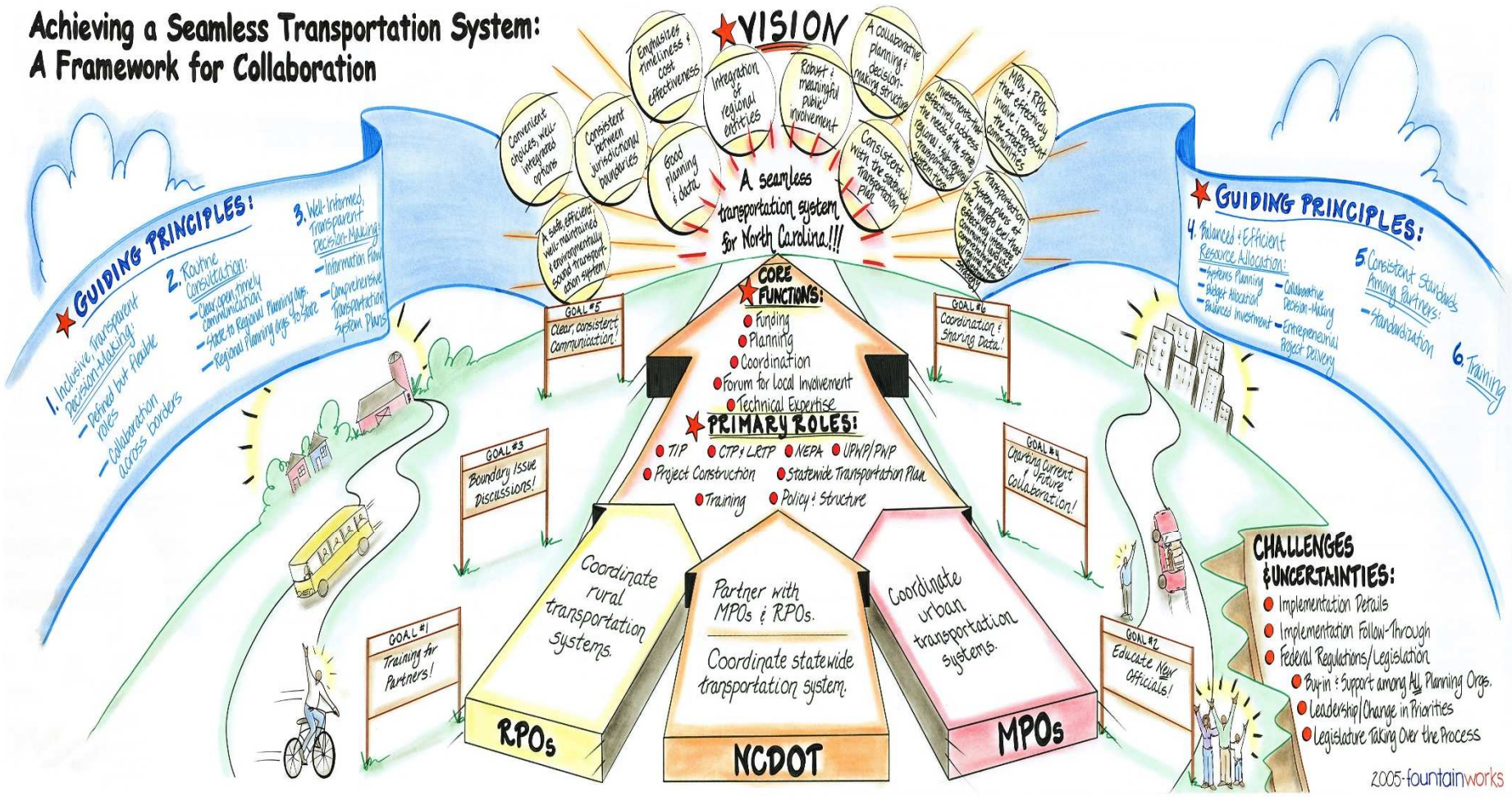
Public Transportation and the CTP

1. Capture Urban, Regional, Rural Routes from all Providers
2. Align all Public Transportation Classifications in TPD
3. Consistent “Strategic Approach” identify emerging transit services
4. Maintain the latest Public Trans. Info & Message

P4.0 Public Transportation Criteria
(Vehicle)

Criteria	Measure	Regional Weight	Division Weight
Access	Annual OpStat Reported Hours / Vehicles in Fleet	10%	5%
System Safety	OpStat Reported Miles / 3 Year Average of Incidents	10%	10%
Impact	(Unlinked Annual Passenger Trips + Projected New Unlinked Annual Passenger Trips) / Unlinked Annual Passenger Trips	20%	15%
Cost Effectiveness	Projected New Annual Unlinked Passenger Trips for the Life of the Vehicle / Cost to the State	20%	15%
Market Share	(Unlinked Passenger Trips + Projected New Unlinked Annual Passenger Trips) / Service Area Population	10%	5%

Our Hope: Simple, Seamless Transportation System



Open Discussion